

The New South? Managing Growth in Auckland – Transcript

- Ladies and gentlemen firstly, my name's Andy Baker. I probably know one or two of you in the room. And I've got the job tonight of facilitating The Auckland Conversations that we are holding here in Pukekohe.

Just before I start I want to acknowledge a few people in the audience. Our guest panel, who you will be formally be introduced to a little bit later on. Deputy Mayor Bill Cashmore. Wonderful to have you here Bill. And my local board colleagues, Angela Fulljames down here and Alan Cole. And I see the chair of the Papakura local board here, Brent Catchpole. So good to have you here guys.

So, yeah, Auckland Conversations provide an opportunity to possibly inspire and stimulate your thinking about the challenges we face in Auckland, and in particular tonight, in the south. It is designed tonight to be thought provoking. And having spent some time this afternoon with our keynote speaker, Hila, having a bit of a drive around and things, I am absolutely convinced that your thoughts will be provoked tonight, without a doubt.

This is the first time an Auckland Conversations session has been brought out of the Aotea centre in the centre of the city. And so, to the organizers, I thank you for choosing to come to Pukekohe. It's a special place for us, but as you all know, for people that live here, we're facing a very very interesting and challenging and exciting time as things change.

We've brought to you tonight, a really quality panel including our keynote speaker Hila Oren, who is described as a city maker and a development expert and whom I will introduce more formally soon. We also have a panel component. Again I'll introduce them more formally later, but John Duguid, Cynthia Gillespie, and Quin Henderson. And tonight we will be talking about the new south.

The event coincides, as you've all seen out in the foyer, a lot of consultation that's been undertaken, for the structure-planning that has been council-led, for the Drury, Opaheke, and Pukekohe Paerata areas. And also, in conjunction with that NZTA-led work, that's called Supporting Growth, which is looking at our roading infrastructure. So, it is great to have that opportunity, that integrated planning and consultation. So please make sure that you, you take the opportunity to give your thoughts and have a look.

We also have a, obviously, really good turnout here in Pukekohe, but the event's being live-streamed. And so we have, hopefully, thousands of people sitting at home on their sofas and in their offices, watching. Because MasterChef isn't on until tomorrow night. And so, you know, hopefully we're all involved in that. But it is great to have you all here at Pukekohe, remember the Supercars are here in November. Get your tickets shortly. But, welcome to everybody, either here, or those at home or in their offices, watching online.

Do have some, some housekeeping, obviously, so if the alarm sounds, we have to make our way back out and through the building, and there will be some ushers who you can help you out if you can't remember where you came in. It's past the bar if that's a problem. Toilets are at the end of that. Go through the foyer and past all the displays and the toilets are at the far end of the building down there. And if you could, ladies and gentlemen, just turn your phones off or put them on silent. I'm not afraid to name and shame, for those whose phones go off including mine.

I do want to thank our sponsors and partners in this. Our Auckland partner is Southbase Construction. And our design partner, Resene, and all of our program sponsors.

So how it works tonight is that, shortly we will have a presentation from Hila where she will build on her experiences working with cities globally. And then she will be joined by a group of panelists with extensive backgrounds across varied areas involved with urban development and city growth. The discussion will be opened up for questions from the floor, and we're using a thing called Slido which enables me to receive questions from, either on the floor, so if you are sort of one of those people that doesn't like coming and asking questions in public forums like this you can give us a slido question by using your phone. So don't turn it off. And you can use We're even taking some tweets, using the hashtag #AKLConversations and the handle so people who use those things will know, @AKLconv.

So if you go to Slido, if you have a smartphone you can use, go to Slido. S. L. I. D. O. Dot com. And enter the event code which is #south and you can ask your questions and it'll appear on my little iPad down there and I can ask it for you. So, if you want to ask some questions off the floor, using that, feel free.

We always try to ensure that Auckland Conversation events are inclusive and accessible, and so, as I've said, we have on-demand viewing and a full transcript and captioning of the event and presentations will be available on the Auckland Conversations website in a few days. So you can remind yourself of what a wonderful evening it'll be, by looking at it again.

So, ladies and gentlemen, I'll finish, and it is now my great pleasure to introduce to you Hila Oren. She is a city maker. She founded and served as CEO of Tel Aviv Global, a city-owned company affiliated with a Tel Aviv municipality, dedicated to elevating the city's global positioning. During her term, the Startup City vision was formed, a municipal strategic plan for investors, entrepreneurs, tourists and students, connecting a city platform with a private initiative. She was a director of the Tel Aviv centennial administration and director of tourism

operations for The Society of the Protection of Nature in Israel. She is currently a PhD candidate in the department of geography at Haifa University. She holds a BA and Masters degree in business administration from Tel Aviv University, with a concentration in entrepreneurship. She has completed a program at the Harvard Kennedy school, and she is a mother of three when she's not doing that. So, ladies and gentlemen, would you please - Just a little bit about The Tel Aviv Foundation: it's a 40-year-old foundation which is bringing added value through philanthropic funds. So, ladies and gentlemen, would you please welcome Hila Oren.

- Thank you so much, Andy. And thank you Angela, for this lovely little tour we had this afternoon. 'Cause I think when you come to a place, you should at least touch it a little bit. And thank you for the organizers, for bringing me, for bringing John, but for bringing this event over here. I think if we want to develop our cities, and we're in an era of cities, we should be where the things happen, so, the conversation, it's very important that this happens here because we're talking about developing here. I would like to take the next fifteen to twenty minutes to share with you a best practice from Tel Aviv, which is actually only a tool to listen, to understand, and to use for your knowledge, or for your developing this area. I'm not trying to call it, because I'm sure I'll do it wrong, but I'll try it just once. Puka... [Audience Correcting Her] Pukekohe, Pukekohe. Well, Puke. Okay? Puke. Okay, we can call that Puke. That will really help me, thank you very much.

Okay. So, Tel Aviv for us, we refer to ourselves as a smart startup city. A smart city is an issue that everybody talks about and I will refer to that a little bit later. I refer to myself as a city maker, I don't think it's a new profession, we've got shoemakers, we've got filmmakers, and now we also have city makers. City makers are most of the people that are sitting here, and I'm not sure that are aware that this is part of your profession, it's taking off red tapes and making collaborations, and actually bringing in the red carpets into the developing of the city.

How are we doing it? Let's talk about it. I know- why does it move, there we go. Great cities, great communities. What does it make a world-class city, or a global city? The lady here in the picture is professor Saskia Sassen from Columbia University, which I admire very much, she coined the term "Global City" and when Auckland refers to itself, it does refer as an international business centre and direct influence on global affairs. Now, I know we're talking about Puke, but in a way, we are part of Auckland, and I think we should refer to that all the time. This is the gateway to New Zealand, and Puke is part of this, and we can take it as an opportunity, and as a platform that we can use in the future.

Now, after going in this area, I must share with you that when I say that I'm born and raised in Tel Aviv, and I live in Tel Aviv, that's part of it true. I live just like Puke in a little village outside of Tel Aviv, an hour drive, with beautiful cows and all the rural area that you all have, and I also don't want my area to grow and to get bigger. So, we share the same things, but it is an era of cities, and by 2050, 75% of the world is going to live in cities, so whether we like it or we don't, the population is going to grow. The question is, how are we going to deal with it?

How are we going to get ready for it? And, I heard the word in the beginning of growth, which when I understood my ear listened to it a little bit as a threat, although I think the growth is not just going to jump on us here at this area, it's going to grow little by little organically, and I think it's up to the city makers around here to get ready for it, and to give a better service to the growth. So, this is an issue we should refer later, but not be afraid of it, because it's not something big that is going to come from outside, it's just going to grow little by little. When I asked how many people were here twenty years ago, I understood it was like 50% of what we have now? So probably in twenty years from now it will grow in 50% more, 100% more, but that growth doesn't mean it will have disaster. It will probably bring a lot of opportunities.

So when Saskia Sassen referred to that term, what she thought, or what they saw in their minds, is those global cities around the world; New York, Tokyo, London, Paris, the first tier, which Auckland and Tel Aviv aren't part of that. We are not first tier cities, and this is something important to understand. In those cities if you close your eyes, and the globe goes around, actually the business centre doesn't go to sleep. The stock exchange keeps on working. Over here, now, it's 7 o'clock. Back in London it's around ten in the morning? In New York it'll be two am or something like that, so, that the stock exchange keeps on working and when we put this slide five years ago, we never believed that Tel Aviv would be one of the twenty leading cities. Now, we're not. We are just perceived as so, and this is something for you guys to ask yourselves. Where do you want Puke to be in five years from now? Now it doesn't matter, sorry. It's doesn't mean that it needs to be anywhere, you just have to decide where you focus it, where you think is the best for Puke to be, and that means, that takes me to the first issue that I would like to focus is, Understanding the D.N.A of a city, or of an area. What is that unique selling point that you can find only here and not anywhere else? Now I try to get that understanding. For me until now, apart from the potatoes and the horses, I didn't get it yet, but that doesn't mean that is not a unique selling point, that just means that I didn't get it. But it is and I'm not joking, I'm really serious about it. It took us in Tel Aviv three years to understand and define our unique selling point. It takes time to understand what is that special thing that you have here, and you don't have anywhere else.

So keep that in mind, but just, sorry, let's go to the next slide. But, in Tel Aviv which is quite as the same age as you guys are here, we are 110 years old and in 1909 when the 66 families, entrepreneurs, had a lottery on the sand, this is how the city looked. Just 109 years old, nothing more. For sure they didn't know what they are, if you'll come, anyone here been to Tel Aviv? Oh, nice! Lots of people. Okay! So, if you've been to Rochelle boulevard, you'll see that exactly in that place where they had the lottery and there was nothing, still today, all the startups are there. Now why am I saying that we didn't understand that we had such an innovative ecosystem just under our carpet. And I'm saying it, we, as the mayor, as the top leading municipality people, It's an issue that we need to define.

So this is the first thing, just to bear in mind. What is our unique selling point? Then, how do you want to attract people? Now I know some of the people who are sitting here don't attract people, and that is fine. But if you want it or you don't, human resource will be attracted to here. So how are we giving them the best feeling of what they want? We're talking about Creative Class. This

is the new human resource that they don't need factories. They work on their laptops. They can work in a cafe, at home, anywhere and professor Richard Florida coined the term the "creative class". That creative class needs three things. Three keys, okay? They need us all to support the talent, this is how our escalator in the municipality looks. They need us to support technology.

We have now citywide free Wifi, and a lot of cities, when we had it in 2011 that was before most of the cities. And very, very, very important is tolerance. Sometimes we ignore that issue, especially in conservative places we like what we do, but in Auckland where it's such a city, and again, I refer to Puke as part of Auckland, this is part of the residential area. You've got so many different communities, we have to be tolerant so everyone will feel at home. Having said that, we attracted the people, what are we doing? What is the next step? What is this city making, that we are talking about it? We can take a place, and shuffle it, and build something new. Or we can take the city as it is, find the stories, the unique things that are there, and just make them a little bit different. What you see here, that little duck on the mayor's office, this is the municipality hall. Now when a small community of illustrators approached me, and they said "we want to put the duck on the roof" it sounded quite, you know, weird, or awkward or whatever. But the thing is, I understood that maybe I don't know what is this duck, and why is it so important and why to do that. But if you want your residents to really feel that the city is there, just like you would give, I think, this is what I would do, you would give your kid to put their toy in the middle of the saloon on the sofa you should give your residents what they want and would make them comfortable. So if that duck is out there, and it made a smile on so many people around Tel Aviv, this is a red tape that I think should be taken off. Because there was all the reasons why not to put the duck on the roof, right? Budget, stupid, storm regulations, right? The winds in Tel Aviv, whatever. But you don't know how much this 10,000 shekels, which is like two thousand dollars that we invested in this project, it brought us more PR and more good connections with the residents than any other thing. So what I'm trying to say is not that this was so clever as an issue by itself, but it was very strong as connecting the residents and giving them the engagement that they really want to feel that the city in theirs. How are we connecting the young people that are just at the back there, and I am very happy to see such young listeners in the audience. How are we connecting them and giving them the feeling that this city is part of their life and that they can really influence, and they can put their skateboards or ducks or I don't know what do you want to do? What do you want to put and where? Your bikes! Exactly! Do we listen to them? Do we know what they needs? What hurts them? How would they feel better around town?

This is part of city making. Another part, this is a nice example from Vienna. Is the private sector. I think, and I'm a civil servant, I think we, as the public sector, we always are one step behind the private sector. We should look at the private sector. They invest their money, they go before us, and then it's us And when I saw in Vienna that a lady put money, and invested in the Tel Aviv brand, we understood that the Tel Aviv brand is probably a little bit more than what we understood. And then we initiated Tel Aviv Global. So again, just look out there. If somebody from the private sector is doing in Puke, that we don't even know why he is doing it, and why, but if he is investing it in money, wait and see, and sometimes even collaborate with it. Probably

there is a good example. Another example is to learn from other cities in the world. In 2011, we went to Michael Bloomberg, mayor of New York, and we said okay, "we are Tel Aviv, a tier two city, "how can we get global? Please advise us,." Just like you called me, so with all due respect, we went to Michael Bloomberg, we thought it's someone to learn from. And he said "well, guys" And when I'm saying it's the mayor, one whole day, my boss, me and the rest of the team. He said "guys, go back home. "You've got such an innovative ecosystem in Tel Aviv, "that you are not aware of, we are actually learning "from you on that issue. You've got the startup scene." We were not even aware. He sent us to go and learn about a co-working space. Now a lot of people are aware of We Work, and all those places. Back in 2011, only New York is was there. So, sometimes we don't need to invent the wheel, just go to other places, tailor made whatever you need for your city, and then what we did is we took, we came back home and after half a year, we took an old neglected library, in the best area, we made it a co-working space, and until now, this was 2011, now in 2018, it still works. And has lots of teams and entrepreneurs that are working there.

Now again, that is an example. It wasn't easy. Of course the head of librarians thought I was crazy. And the CEO of the city explained to me that there's no budget, and we cannot go, and it's not in the work plan, But, if you see an opportunity, and you think it fits, go and do it. The worst case scenario is that you'll fail. And a failure is also sometimes another way to just to the next step. But then once you decide one your way, make a work plan. By the way, when we made this work plan in 2012, we didn't know how to approach a startup ecosystem. What do we do with these entrepreneurs that, you know, that deal with technology. And how do the people of Tel Aviv refer and how do they find that stuff as part of the startup city? People have told me, "I'm not a technology person," by the way, don't tell anyone I am very bad a technology. Whenever I need anything to be fixed with my telephone I go to my daughters. They are 23 and 25. They fix everything. But still, I feel very comfortable as part of this startup story of Tel Aviv 'cause we are entrepreneurs. So again, here what we did is we built a workshop, it took, work plan sorry, it took us time, by reducing city taxes, startups around the town, etc, etc, and then we went with it. Now when I'm talking about it, another thing that I heard today in our little tour, is that there is a real issue of roadings, right? But when we thought about it a little bit more, the issue, I'm not sure is the roads, 'cause the roads are fine, they're fixed. It's just they are jammed. And there's a big actually problem of transportation.

So sometimes, you need to sit with the people, define the issue, you feeling uncomfortable with what I'm saying? - [Audience] No, I'm just giving you a clap - Oh okay, thank you. Again, maybe I'm wrong and I asked you not as, because maybe the way I see things, or the way I listen is wrong, but this is what all of this is about. Just thinking, brainstorming, bringing some ideas, and some will be right, some will be wrong, but getting back to roads and transportation, the roads are fine.

The transportation is an issue. So if the transportation is an issue, we should sit down and see how we're fixing that, finding solutions. And there's all different solutions, all new buildings in Tel Aviv, no parking. We don't want people to get to institutions with cars. One. Second, high taxes on cars going into the city. We want people going in transportation, in public transportation.

Third, you have three lines. One line is only for carpools. Push people to use four, five people in one car. We love our cars, I know, I love my car. It's my home. This is where my lipstick is, and this is where my apple is, and this is where, you know, I can talk privately on my phone. But, the problems with transportation is just going to be harder, so we have to let go our car if we want, if we like it or we don't. Or, move the jobs nearer to our house. And this is another issue. So make a work plan. Smart City. Another issue that I want to refer to, there's this buzzword, saying smart city all over. And usually smart city, people define it as efficient city, with roads, with lights, with energy, whatever.

The way I define smart city, is a city that really knows how to listen to it's residents. Like this meeting, I hope that somehow, what will come out of it, it's not only my talk in the panel, but that we will know how to listen to you guys and how to understand what really hurts you. And it takes time, it's not a one night stand, like any process, but when we sit together and we focus on those things and we find solutions, this is a smart city. In Tel Aviv you can learn we are doing it in some digital way. By the way, sometimes you can do it digitally, but sometimes a 70 year old, or an 80 year old, you won't educate them into the digital. Some will, but some won't. So we have to listen also in not digital ways. We had an open discussion in Rabin Square, 3,000 tables. Just talks. No digital, no nothing. This is only a tool. It's not holy. We can find a way to talk to each other in any other way. And last thing, or last tool, is patience. We want everything now, or if better, yesterday. But sometimes, we need patience. We had a lovely idea that we actually copied from Australia. The best job in the world. You probably aware of that? Promoting, I don't remember which area of Australia, but somewhere. So we said "okay let's promote Tel Aviv, "with the best hotel room in the world. Where will it be? "In a lifeguard tower." It took 5 years. 2012 the idea was, 2012 we didn't, because the hoteliers were against. And the lifeguard association was against, and the ministry of whatever it was was against. But after 5 years, once we finally did it, it was great. It was not so good, because if it was so good you would hear about it, but in our area, in Tel Aviv and in Europe, people really use it. And it marketed Tel Aviv in that area greatly.

So again, if you have an idea, if you have something you think is good, stick to it. The fact that it didn't work immediately doesn't mean that it doesn't work right. So just to wrap up, key ingredients for a great city, for something that we to build better, get an urban identity ask yourself what is USB. And if you don't have the answer tomorrow morning that doesn't mean there's no answer. Wait. Consult. Until you find something that you understand that this is where your legacy is, where your story, where your identity is. Then, see how you are attracting the creative class. And then, what we did, it's just an example, it doesn't mean you have to do it, but it's a residents program where you focus on your residents. That means that you just go a methodology way to a great number of participants with some, innovation mentors we call it innovation mentors, you can call it potato mentors, whatever you feel is your focus. But as long as people will bring in ideas, will be engaged, will want that, because at the end of the day they will feel it and maybe some people here recognize Shimon Peres when he was alive two years ago, he used to come and give, he was like the most important leader for us in Israel, he used to give the prize for that procedure. Now, it's only a tool. It's only methodology, but it pushes great ideas, which afterwards, we are all over and if you conclude all that, if you want to be, not

a global city, but if you want to promote the south, we have to make sure the urban identity, have to make sure that we are all into place making, do little things that will change and will take off red tape and will enable, I was hearing on the tour that some of the problems were between the farmers and the settlers. Do I get it right? - [Audience Laughing] - [Audience Member] Residential tension - Residential and... Okay! Residential tension. - [Audience Laughing] - Well it looks like it is very unique and it's only the problem over here. But you know, we have it in Tel Aviv. It's always between the clubbers and the residential area. Again, because there is area where there's, Tel Aviv is known for its 24/7 energy, and there's lots of clubs and lots of restaurants, and lots of private sector. And there's always tension, so whenever there's people, by the way I'm Jewish, so for sure we know, that whenever there's people there's tension. But we need in a city, to bridge that tension. To understand what is the problem, what hurts, and how are we doing through that? And that is the third word, collaboration. And I know we talk about collaboration, it's a common word we just throw out there in the air. But how hard it is to connect between the private sector, the public sector, the residents to put everyone around a table.

I just came from Christchurch, and they need to collaborate between the airport over there, and the hoteliers, and the city councillors, I sat with them today at 7:30 am because it was hard for them to sit alone. They need someone to bridge for them. So, it's not about me, it's about someone that you'll find, that will bridge and make those collaborations, will help removing those red tapes, and putting you red carpets. I just had an hour in your area, but I loved it. We went to the top of the hill Puke Hill? Okay. It was beautiful. Really outstanding scenery. But all of you guys are city makers, not matter what you are. That fact that you are here, it means you care. You want to do better. Out there was lots of words, and plans, and maps, and numbers. Over here, are the important ingredients. The people, and if you want to develop, and you've got here the best developers, I don't know all of you, but I know Quinn, I know some good work is going around here. If you guys want to make anything, it's just up to you. So, I'd love to come next time and see what you're doing. And hope I just got a little bit of ideas around the table. Thank you very much for your time.

- Thank you, Hila. It's certainly been a long time since I went to the top of Puke Hill with a female, so... Two females it was, too! Crikey, never did that before! But, thank you Hila, and wonderful.

It was a really enlightening trip around today for Andrea and I, and it was pretty challenging, you know, when she asked us things, and she challenged back at us, and it was actually very, very thought provoking and challenging and it was actually really cool, so I thank you for that, and it's wonderful to have you here.

So, I've got my first question on slido, eh, but we'll come to that, but, as I said before, so, what we're going to do now, is we have a panel come up. And, so I'm going to, as the panel make their way up, I'm going to introduce them. And so, first up is John Duguid. John is the General Manager of Plans and Places at Auckland Council, he's the Head of Planning, as we used to call it, a few years back. And I guess John's, I think, claim to fame, because he did an incredible

job, was he had the unenviable task of basically having the hands-on management of the formulation and the eventual adoption of the Unitary Plan. And, you know, having sat through that entire process and having John come and speak to various committees and working groups and his knowledge and understanding. And something that he said to me before, he knew a lot about the North Shore in the city from his previous experience in council, and he came away with just this incredible knowledge of other parts of Auckland, and he was a great bloke to work with, so great pleasure to welcome John Duguid up here.

Following him up is the one and only Cynthia Gillespie. She is the Executive General Manager of Planning and Investment at Auckland Transport. She is a relative newcomer to Auckland, having been here about 13 months. She is a trained killer from the Australian Army, where she was an officer in the Army Logistics, and has progressed through to where she is now. She has a passion for public transport, and capital infrastructure, so, please would you welcome Cynthia Gillespie.

And our final panelist is someone quite different. Quin Henderson. Quin is the CEO of Southbase Construction Ltd. Southbase were established in 2013 in Christchurch, and they have offices in Auckland, Hamilton, Wellington, and Otago. Quin has hailed a number of executive leadership roles in significant and complex projects in New Zealand, Australia, and the UK, and has extensive experience governing and directing highly successful project teams, two of them that you will probably be aware of at the Christchurch Airport rebuild, and something that always is on Saturdays, Forsyth Barr Stadium in Dunedin, so has built some pretty flash stuff, so please welcome up Quin Henderson.

I did give them some warning, and so, what we want is an opportunity for you to ask some questions, obviously, but I'm going to start it off. And I did warn them about the question. But, so we'll start with you Quin, down on this end because you're the closest, sorry. So, you've listened to Hila, so from a construction, and someone who's there, who's been there sort of at the ground level, basically, in construction and cities and done some pretty awesome things, what did you sort of take out of what Hila was saying in her presentation as to how things can be done from a construction, sort of, perspective.

- Well, coming from a rural background, and driving around Pukekohe and meeting a few people here, I think a key thing is for the local city leaders to hang on to what's important to Pukekohe, and to have some input into the future direction of your town as it becomes a city, and what does that mean. The community is a key thing, and I think it's something unique that sets New Zealand apart, is that we're a series of hubs of communities, and we must link them together and work as one unit, New Zealand, Inc. So, the things that are important to Pukekohe need to remain from your history going forward, and I think that's quite important, and to tell stories from the older generations, younger generations, in how we retain our youth in our communities. So, in order to do that, the buildings that we construct need to reflect that, and they may be community halls, or community infrastructure. How we keep engaging with people, as Hila said, it's not about phones. How do we get our kids off Playstations and out in the sports fields? We've had some pretty good rugby players from this area, as I recall, and some pretty good

race horses, so how do you keep that as you go forward? And I think the focus on community and collaboration and remaining talking and discussing as you go forward, and don't forget your history of who you are.

- Thank you, and you'll get a chance to fire some questions at Quin after that. So, Cynthia. From a transport planning, sort of, you know, perspective in infrastructure, sort of, side of things, what did you take out of that? - So, the first thing, how do you turn this on? So the first thing is that I won't be putting a duck up in Auckland Transport Building, I don't think we'd get away with that.

- I thought it was going to go on booze. I'm not sure it would be a duck.

- Yeah, be more like Dippy Mick and have it, but I don't think we'll put it up, I'd like to spend the money out in the community. I think the thing that I took away from it and the thing that I experience in Auckland all the time is the reliance on cars, and people continually talk about the reliance on cars as a bad thing. You know, I think a transport system has to have some reliance on cars, and as you come out into the rural areas it becomes more and more prevalent, but I think, I heard somebody say, there was a clapping going on when we were talking about getting people out of your cars and into public transport. Well, we're trying to do that at Auckland Transport, and we're really focused on public transport and getting people out of cars, but to do that we have to give you options. So, you've got to have reliable services, you got to have safe services, good services. So I think, you know, the thing that I always say that I've experienced is that, when I've come over here from working in bigger public transport systems is that, London's 180 years old, the transport system. The Sydney transport system is 130 years old, and truly, the Auckland transport system, the public transport system, is only about seven years old. So, there's a lot being done, but there's a lot more to do, and I think the next generation of public transport that we've got to do is got to get improved public transport out to those regional communities so we can get you out of your cars. I mean, I think that's where I, you know, I think I resonated with that Tel Aviv use their cars. Everyone uses cars, I love my car. I might walk to work every day, but I can, because I live in the city. I'm in the city's CBD, but, you know, to get people out of their cars, there has to be options, and we're working really hard to work through those options now.

- Thanks, Cynthia, John? - Right, probably the thing that resonated best with me was the reaching out to the private sector, so, you know I work in the public sector, and as a council employee, and have done all my life. But, I think we can learn a lot from the private sector, and just, sort of, bring that to the Pukekohe context. The idea of Puke growing to 50,000 people was the concept through the first Auckland plan. You know, it's a doubling of the current population, but with that, you need employment too. And so, we can zone land, as planners do, as councils do, for jobs, but the jobs won't come unless we understand the drivers of the private sector and actually engage with the private sector to, sort of, find out where the sweet spot is, and how we can actually draw employment and the jobs into this part of Auckland. So, we need to get the jobs as well as the housing, and that will have the transport benefits as well, because you can put on the best transport systems in the world, but if everyone is having to commute out of Pukekohe for employment, then we're going to have a problem, so we need to try and find out

how we can really get the jobs down here, and it's not just about zoning the land. It takes a lot more knows, a lot more smarts than that, and I think some of the smarts are sitting outside of Council, so that's probably one of my key takeaways from there.

- Well, that's a beautiful segue, because the question that I've got, I had that question. So, there's a question that's come up, and it talks about the issues that we're having with the southern lawn, and the rail, and the motorway. And so, how do we plan to keep people in the area, how do we plan for local jobs, how do we do that? So, John, probably from a planning perspective, but it'd be good to hear, to get your perspective, too, on how that might have been done in Tel Aviv. But, from a planning perspective, John, you touched on it. Was there anything that you can add?

- Well, I think the starting point is, we do have to earmark land in the right place for that employment, because naturally, the market will take it to housing. That's kind of where the highest, best use, as developers will tell you, probably sits right now for much of the land that's been earmarked for growth, so, unless Council works with the community here, to just confirm where the best land is for employment. So we do need to protect some land for employment, I think that's a given. Without that, it will go to housing, and we will have a problem in this area, it'll be predominately housing without the employment, so, that's, yeah.

- And I don't think that, just to follow up, that, I don't think that we can build or can afford enough transport infrastructure to support continually moving people into Auckland City centre, if that's where people want to go. Historically, that's not where, really, people are moving. They're moving across the city, not up and down. But we just can't afford the amount and the cost of the infrastructure to move people around. A linear city like Auckland is really expensive to put public transport infrastructure and inter-run services. So, I think we have to work with the community to make sure that we work out the economics of the local areas, and capitalize on those.

- [Interviewer] So, just, if people have got questions, just throw your hand up, but, so Hila, I guess I mean, you're telling us before, you spend a lot of time going to different cities and looking to see what people are doing and you consider what they're doing. So, have you seen some really good, because infrastructure cost is an issue for us, so have you seen some examples around the world that you think might involve private, public, sort of, type stuff, I'd love to hear that.

- So, first of all, before we go, a little secret. It's not only for you, it's for everyone. Budget is a very, very big issue. But there's lots of new ways to approach stretching the budget, because, okay, like a budget in a family, a budget in the city is always limited. How are we stretching that budget? So, some ideas, one is collaborating with the private sector on specific issues. For instance, we really needed a theater, and we didn't find a philanthropy, sometimes you do get philanthropy money for things like theater, museums, things like that, you get money from ministry, you get money from philanthropy, we didn't get it. But at that area, the developer really wanted to build a specific building with more rise. So what we did is, the city gave, with approval of course, this is not a banana republic, it's all with, approves, but what we did is instead of a

20-story building, I think it was 24, but then the two more stories, stories, is that, that's the right, we asked in that context to build a theater in that building, so it's not a, it's an alternative theater, it's not the usual theater that you see. We also do it with schools, with kindergartens, we call it developer responsibility. So, you get more rights, but you're also in charge of building that infrastructure that the city needs. So this is one way of getting it. Another way is bonds, social bonds. This is for programs, not for buildings. There's lots of, it's quite known, the bonds issue around the world for infrastructure, but we are doing now a specific new program for elderly, neglected, and it's another way. And the last way, the last tool, is crowdfunding. Until now, crowdfunding is mostly used for specific products. We also do it for projects in the city. If you want to develop a garden, and that community, that area, is really interested, okay, the budget is, the cost is \$100,000, the community puts \$50,000 and the city matches that. Now, it may, sounds weird to you, but it works. Sometimes, when the community really needs something, it will put the money for it.

- Is there any questions out there in the audience? Oh, sir, right down the far end.

- [Man In Audience] I like the idea of getting rid of the red tape. Hang on, you have to have a microphone. That's red tape. That's one of the rules.

- [Audience Member] Yeah, so, I like the idea of, if you'd like, breaking down red tape and laying out red carpet, but it seems to me that, why does everything take so long? Decisions seem to be made very slowly about things, and people get frustrated by them, and I just wonder what was your, or how did that cycle get broken, if you'd like, in Tel Aviv to actually just make decisions. You know you're never going to get it 100% right.

- Yeah, well, it's a combination of two things. First of all, it doesn't happen so quickly, also in Tel Aviv, and I talked about patience and within cities it does take time. We don't like it. It's not as long as we think, but it's long. The other part of my answer is culture. In Israel, in Tel Aviv, we are not afraid to fail. We do things, even if we're not allowed. We don't ask permission, we just go and do. It's not exactly the way that is over here, and I know it, so it's

- I'm happy that you're clapping your hands, but I know a lot of times people don't like that approach. So it is a matter of culture, but this is why you need so much the private sector. Because if somebody's brave around here, it's usually the private sectors. Us, the public sector, the civil servants, oh, we just know how to say no. We don't know how to say yes. So it's a process. We have to, it's like a muscle. We have to train ourself to say more yes, because, actually, why not? Why not put the duck on the roof? What will happen? He will fly. What will happen?

- [Moderator] So, Quinn, sitting here quietly.

- [Quinn] Yeah.

- [Moderator] But from someone who's been involved in some reasonable projects, and sort of, anything that you can, any observations on that as to that red tape and what could possibly be done, or your thoughts on it?

- Well, I come from a slightly more commercial background. If I was down here

- This is, what the market garden capital of New Zealand apparently, for potatoes and onions? Yep, so I got that right. I'd be looking how that's going to, so one thing's certain, eventually that land is going to get turned into housing. Eventually at some point in time, probably beyond our lives. So, because the pressure of population growth will take it. So, how do you protect that? How do you protect that in your community? How do you invest money into what makes money for that city or that town? How do you intensify it, if you've got multi-levels or whatever it might be. So, the big thing is to create and generate revenue for your town so that you can maintain your youth and so you can pay for all these flash community buildings and community hubs that you got to build to in turn retain your kids and people, and to make a city. So, that's probably the challenges you're faced with, is you've got Big Brother Auckland breathing down your throat, I would think. And what's that going to look like, yeah. - Okay, any more questions out there?

- Hello, I'm Neal.

- Neal, how are you, mate?

- Cynthia, I'd like to ask you a question, we've got Warkworth up to our north and down to here. What about the little towns outside of those areas? Like the, I keep on banging on about North Korea and South Korea, which is between here and the Waikato.

- I've been seventy years

- We're south, right.

- in Pukekohe.

- And we've got a problem with transport trying to get out of Tuakau to here, it's 3.8 kilometers along the railway. And I have a friend over here saying you liked cycleways and that somebody somehow ought to walk around this place. What consideration have you guys got from out of town, out of your areas?

- Sorry about that. Thanks for your question. Look, I think, and I'll have to go back to the patience story. Auckland is young in terms of the supercity, and I deal with the frustration every day of how much we can do and how much we want to do. And if I could have a dollar for every time I said I wish we could do new roads or new

- well, I actually don't say roads. If I could do more public transport services or more footpaths or more cycleways in this city I'd probably be able to pay for them. You know, I think we are

focusing really intently on within the Auckland footprint, and there's some strategic pieces being done with central government about outside Auckland. Specifically to the south about how we get people through and how we use that corridor to move people into Auckland. But, I'm not focusing on that. Auckland Transport's not focusing on that. We're part of the discussion, but we are not the leads on the discussion at the moment. You know, I think it's really hard, and I struggle, when I went into public transport to start with, I did rural public transport, and so I'm really passionate about getting rural communities onto public transport and letting them have opportunities to get to jobs, to get to university, to get to leisure stuff, and to get to other education. And I will be passionate here about that as well, but I want to focus on the Aucklanders, you know, you guys, and I consider you all Aucklanders. I know that you're rural, I'm from a rural background as well, and my family were potato farmers.

- [Quinn] If I'd have known I would've bought you some.

- There you go. So be careful what you say. But from England, my potato farmers from background. But, you know, we are truly, to honest with you, and I try to be honest with everyone. We are not, I am not in the planning space at the moment. Focused on what I can do for people over the border, and that's probably not what you want to hear, but I'm trying to focus on how we get the CBD centricity, or the Auckland City centricity out of our planning and start to work out into the regional areas. I'm really focused on that. So, you know we've got a lot of work to do. So, I am mind set on doing that, and I'm certainly not looking over the border. Probably not what you want to hear, but

- [Man In Audience] South Kawhia.

- [Man In Audience] South Korea. But I am not doing that at the moment, so I don't have the mind, I don't have enough mindspace to be able to do what we have to do for Auckland as a city and to bring the, you know, across the border across. I know, and I can see, the lady there wringing her hands, going

- You might live across the border, do you? Yeah.

- [Man] I do, just.

- Yeah, and that's, you know, I really feel for you, but I have to be honest. I'm not going to lie, I will not lie to people about what we can and can't do at the moment. I will focus what I can do to get done. You know, we need to have conversations. We need not to lock people out. Local boards make sure we're trying to get that connectivity. And we don't want to do silly things and just cut it off at the border, but we do have to be sensible at what we can and can't do.

- [Moderator] Thanks, Briar, over there. Well, Cynthia's like the original Shane Jones for public transport.

- [Woman In Audience] Hi, thank you. But in fact, just continuing that conversation, and perhaps engaging the planners in terms of the new Auckland super city, the boundary was determined on the basis of physical geography, was determined on the basis of the catchment of the Waikato River. That doesn't take people into account, and it really didn't take the social geography of this area into account, and if you're talking about people, then that's a fundamental flaw. And while we would support getting Auckland moving and getting Auckland into public transport and onto trains, this area has become part of Auckland, and the wonderful new suburban train services have actually worked to the detriment of people in this area because we've lost our express trains. Because once you are committed to a ten-minute timetable there's no room for express passenger services or freight trains.

- Yeah, I don't know if I can respond to that. All good points. You know, I think taking it back to designing public transport systems, or any transport system for people is the right thing. We're going to have to have that discussion, and maybe my insight's too shallow. Maybe we should be looking a bit broader about what happens with the, but where do we stop it? The next two kilometers? The next ten kilometers? I have a responsibility to Auckland ratepayers, and the mayor, and the councilors to be fair. I'm not trying to justify what we're doing, I'm just trying to explain it. But they're all good points. We should be looking, we need to have conversations. We need to understand, and that's why I like to go out into the communities. I talk to the local board all the time. I try to go out into the community and understand, because half the discussion that I have and half the things that I take back, and half the things I know about public transport are not Cynthia Gillespie ideas, they're people from the communities' ideas. And so I'm happy to talk to anyone at any time about any issue relating to public transport or transport in the Auckland system. I will never try and lead you down a path and Auckland Transport won't. We will try and be as open and honest as we can to have open conversations. I think we will only improve the transport system for people inside the boundary. I don't really like to put it like that, but you know, we're talking like that at the moment, inside and outside the boundary. But truly, we do have to have those conversations about what's sensible for people and how we move people around because the productivity of Auckland is at stake here whether you're inside the boundary or outside the boundary.

- [Man] If I can just build on that, Andy. So in terms of the engagement that we're in the middle of right now, for the future of Pukekohe on the land use future housing, employment, and so on, and also the transport initiatives with the NCTA and Auckland Transport, we're certainly keen to hear from those south of the border. I mean, it's artificial in that sense as to where the boundary is. We're well open to feedback south of the border and the plans that we've drawn up do take into account growth north and south of the border. So, if you feel those plans aren't recognizing growth in Tuakau other parts of Waikato then tell us that, and we can certainly take that into account.

- Alright, we have a question here, then we'll come over to you.

- [Jennifer Shanks] Hello, Jennifer Shanks, here, environmental consultant. I've worked all over the Auckland region, so with State Highway 16 causeway all the way to Warkworth Road,

Northern Corridor Improvements, and my question is quite simple, just picking up on what you said, Cynthia. And it is that you really don't want to provide expensive linear transport, motorways and what have you, so the question is, if that's the case, why have we got thousands and thousands of new houses planned for Drury, and Paeratahi, of new houses planned for Drury, and Paerata, and more lands owned? Those two things don't make sense to me. It's like, if I want to go into a meeting in central Auckland, which I often have to do, get there at nine o'clock, often, that's a two-hour drive. If I were to try and catch the train, it would be the same story, half an hour from my home in Bombay, park my car, get on the train, take the train into town, and when I get there somehow get up to the top to the council buildings, or the court or whatever it is. That's only going to get worse because those houses are going to be built before the mess on the Southern Motorway is even sorted, let alone all the new houses that you've got planned. But you've done any transport for that. We still haven't got electrification down to Pukekohe, and it's just like, it doesn't make sense, to me.

- I think, all good points, thank you. I think in terms of building a linear city, if I said that we don't want to, it's probably the wrong language. It's probably better to say that it's really expensive to do that. If you give me as much money as you like I'll build you whatever you want in terms of to make the city work. That's not sensible anymore. That just doesn't work. You just can't afford to build like that. But I think in terms of the linear city you're not the only linear city of the world. I've come out of Gold Coast, similar scenario. There's some really, really tight geographical issues in Auckland that you've got to deal with. You've got a lot of waterways, which are just gorgeous, I love the place. You've really got a linear city that's being designed like that. What I struggle with is that we continue to have the conversation that the growth is bad. Auckland should be really grateful that people want to come here, and live here, and be part of this community, and I'm talking the broader Auckland because it is an enormously attractive country and city. And it's got a lot to offer. Productivity is awesome. I just think, I get all your points, and I can't disagree with any of them. Why would we do that, why would we go land out here, why'd we do that? Well, you've got to do it somewhere. And you've got a linear city. We've got what we've got. We've got to make the best of it. We've got seven-and-a-half kilometers of roads, 7,396 kilometers of foot paths, we've got lots of infrastructure, already. So we will continue to improve it to meet the needs of the community, but we have to start thinking differently. And it's not about Transport executives. I can come up with any plan you like about transport, and I can write it down on a plan, and I can make it look pretty and stick it out there for you and talk to you, but it's not about me doing it. We've got to do it together because all of you in the room will have driven here because no public transport. Somebody got a bike, I know the boy's got a bike. They were telling me up at the back. They were telling' me up at the back. Did you have a bike path? Were you safe?

- [Man] Well, a little tiny one.

- Anyway, the point is this is just, this is a community issue. And you're so right in terms of talking about, the community has got to have your face. The face of your community, you've got a deputy mayor sitting there. You've got a local board sitting there and there. They are on my back every day, without fail, every single day working for you as a community. We need to all

work together. You're right in what you say, but I have no answers for why it's been planned linear. It is, we got what we got.

- [Man] It's because the country is linear.

- That's exactly right. The country is linear. You can't do much else. You can't go that way. So I think that's, we've got no options. So I think we've got to make the best of what you've got, and it's a pretty good city.

- [Moderator] Beautiful, question over here?

- [Man In Audience] It's on? Yeah, right, I think. Kit Howden, I'm further up the line and I've come down south to see a different part of Auckland and it's really interesting. Look, I've heard frustrations, and red tape, and real problems. One of the things I'm concerned about is the elite, the best growing soils in New Zealand, which is of a national strategic area. And this comes to the question for the panel. Do we let Big Brother down in Wellington through its new Urban Development Authority which it's going to push through next year take over? 'Cause that overrides the unitary plan. because that overrides the unitary plan. How do you see this, if anything solving some of our red tape, et cetera, et cetera? Thanks.

- No one's watching, John, and so good question for you is the threat to your plan, buddy.

- Well, the truth is we've yet to find out details of what the government's plans are in terms of a UDA. There's all sorts of rumors and speculation as to what this Urban Development Authority may or may not do. My own take on it is that it'd be highly unlikely to have a UDA that's set up to plan for further and expand Pukekohe beyond what Auckland Council's already gone through with the community over the last eight years in terms of setting a plan for the way forward. Yeah, that would be a concern, if there was a big further planned expansion through a UDA, but it just seems pretty unlikely. With the land that we've already identified for future growth and very carefully looked at that issue of the prime and elite soils and where the areas are that should be retained, yes historically there have been some developments approved on that land, but I think we've landed in a great spot with the unitary plan process to protect those soils from further expansion. So, yeah, who knows where that will end up, but my suspicion is it's not as bad as some might be speculating in terms of expansion on great soils and things like that. I don't think that's where the government's really putting its money, anyway. That's my take on it.

- [Moderator] Beautiful, beautiful answer. And, Sir William.

- [Sir William] Thank you very much for the opportunity. I really wanted to say thanks for coming out with your conversations today. I enjoyed very much this focus on really vibrant issues and I hope that we can take some of that away. I thought the comments about roads were particularly appropriate. We've got jolly good roads. We've just got too many cars on them. And in Pukekohe we've got a jolly good city, but it hasn't been allowed to expand. The amount of land the consenting authorities have made available for Pukekohe to expand, I think that's partly

because of the elite soils. But most of the eastern side of Pukekohe are not elite soils, and there's tons of room for expansion in Pukekohe. And Pukekohe's got a very good, solid core of infrastructure in terms of services. And it's got the capacity to grow. The fact that it hasn't grown has actually created the growth centers in other parts of Franklin. You've got huge growth centers now, which haven't got any services and we're spending megabucks to get services to them. Whereas Pukekohe should have been allowed to grow. And I'm very conscious, as an ex minister of finance of the budget problems, but I worry a wee bit about what John and Cynthia said earlier about simply allocating more land for industry in Pukekohe. I don't think that approach is going to help, either. What I do think is that we should be concerned about timeframes in front of us. It took us the best part of three years to get the, or even longer to get the unitary plan through. We're doing structure planning now, which has been in place for a year and is going to take another year, maybe longer to come to fruition. And then there's going to be the need for plan changes after that. We've got a timeframe in front of us that puts out the availability of Pukekohe to grow by maybe a decade. So I just wonder whether we shouldn't be focusing on the things we can do quicker and concentrate our resources into those. And the one thing that occurs to me is the electrification of the railway. Now, that actually would take a lot of the traffic off your roads and it would in fact help this cross the border issue too, because the people in Tuakau, and now Pokeno, which is growing into a large city would have access to electrification into the center. So I think it's really a question of practical realities of looking what you can do, how you can do it much quicker. And if Pukekohe is going to have more industrial land, which it needs, it needs more residential land as well. And it needs the ability to get into the city off the motorways, and the answer seems to be the railway. Now, I know that you've got limited resources, but it seems to me that you should be focusing on doing those things that you can do quickest and get them done, and concentrate your resources there. It's going to mean a bit more focus on what's achievable quickly. I'm reminded what Sir John Allum said when he opened the Auckland Harbor Bridge a long time ago. There'd been a huge argument about the number of lanes that should have been on the bridge. So John said it's better to build with four lanes and get it built than to keep on arguing whether it's going to have six lanes. There's a bit of that around, today. We're arguing about options, but we're not making any progress. I think Auckland Transport, particularly, and the council need to actually say, okay, we got to do things more quickly, which will take pressure off other areas, allow us to use the infrastructure that's in place and let it expand. Don't put pressure on us to have to create long lengths of infrastructure which costs a lot of money just to build new suburbs in different places, and really allow the communities that are established to absorb the population growth that we've got where the infrastructure is. Allow it to expand, preferably on non-elite soil and to get that jolly railway electrified and getting people on it and extend it to Tuakau and maybe to Pokeno, at least in the little timeframe that we're talking about. In five years we'll have seen some progress. You say that you're going to do it tomorrow and we're going to do it in five years, then we'll know with some certainty that you're not going to just keep on drawing lines on plans and saying well, we'll get around to it when we've got enough feedback. The only progress we seem to be making with feedback is that you're analyzing the people that are giving you feedback. We know how many Chinese are giving you feedback. We know how many Pukekohe's are giving you feedback. We know where they live, but we are still drawing lines on plans. And so, I don't want to be critical because I know the size of the problem, but I am very concerned to hear, well, you

just got to enlarge the areas of industrial land in Pukekohe, because without people to live here as well, to live on that you got to get people coming in from out of Pukekohe working on those industrial areas. So there's got to be a balanced approach to allow the city to grow, inspired as we should be by some of the comments here tonight, but sort of focusing what we can do practically, in a quick timeframe, make some good progress, and let's tell the people what we are going to do and what it's going to cost. - So I'll save you, Cynthia and John. So Hela, you've heard, one of the key things here was, So Hila, you've heard, one of the key things here was, about what we could do, and what we should be doing, and we argue about it, and we plan and then we go out and we consult, and then we go again. Have you experienced, from a Tel Aviv perspective, or have you experienced somewhere in the world where they actually have been able to cut through that process and say, ah, let's just get on with it? Is it something that you've experienced instead of constantly consulting and asking, and too worried about being risk averse in their decision-making? Which I don't say is happening, but, you know

- Well, you know we always want to find those magical solutions and just copy, paste and move it to places. We're talking democratic places. I just came from Moscow three months ago. They were ready for the soccer, the Moon dial, and you should have seen the city. I was there six years ago. I didn't like it. Has anybody been to Moscow in the last year? No, well I recommend you. They did, they took off red tapes. But sometimes they did probably in different way, right? Our culture is democratic, and when it's talking, you have bureaucracy. So you have different cultures. Tel Avivians are more pushy. Australians are more tolerant. Things do happen here, and when I came to Christchurch last year and when I came this year I did see a lot of changes. And I know that the people around there don't feel that way. So, sometimes we feel frustrated about what we have, but if we look at the optimistic way, things are happening, and it's again, it's all about you guys. You just have to go and do. So, if you will do it, it will happen.

- [Moderator] Get that thought.

- [Man In Audience] Thank you for a good presentation tonight. One of the points that came out was the need for private sector involvement and interaction with the public sector, and there seems to be a desire for more jobs out in places such as Pukekohe, South Auckland down in the suburbs. On the other hand, you have an economic incentive for firms to concentrate in central business districts. I'm an accountant. Eight of the top ten firms in New Zealand have their Auckland offices in the Auckland CBD. And so how do you incentivize firms to base their operations out in the suburbs in spite of the economic incentive to centralize? - So again, there's not a magical solution, but of course the Big 5 will always want to be together because it's like a competition. E&Y needs to see Deloitte, needs to see KPMG, needs to see PWC, right? They all need to be in the same area. But, if this is a rural area and this is the agriculture economy, so probably new firms or things that are related to agriculture can be here. And how are we helping them? Taking taxes reduction, this is what we did for startups. Giving them, sometimes if we have empty places, engaging them to come in. Some social things, some things that we need, for instance, sometimes we need, we all have schooling all over the world. And all schools always needs food, okay, so sometimes instead of finding some private supplier to give that food, maybe the local parents can organize that. Or different social things that have an impact

and have something that we need. So it will never be those Big 5, but it will be different things that there are needs. And I'm sure if you'll just dig a little bit you'll find some solutions and some little businesses here that can be pushed, but they need the platform. And this is what we do have, the private sector, we do have the platforms. We have sometimes places, like a school that is closed at four, or five, what is happening in that school in the afternoon? We have empty buildings, we have, I don't know, different things that we can share and make it easier for the little businesses to go in and to do, so it's about sitting together, public, private sector and finding those things.

- [Moderator] Okay, and the last question, 'cause we're getting on. because we're getting on. So, just over there.

- [Woman In Audience] Hi, I'm kind of really interested in what you've been talkin' about. in what you've been talking about. clearly hot and on top. Another thing that concerns me is what are we going to do with all the waste that we're going to, obviously have heaps more waste, heaps more people. There's not even any public placed recycling bins in Pukekohe. So, where's all the waste going to go and the drain on resources, water and wastewater? I'd just like to hear what's been thought.

- Haaa.

- I can't answer that one.

- We'll go on a track on the row.

- It's getting just on the edge of my limit and expertise, as a planner. Look, I probably can't speak specifically to that. Council's doing a lot in terms of incentivizing, facilitating recycling, but there's some big challenges there at Auckland and in New Zealand as we know. So it's a big challenge in terms of sewage waste water I think you're talking about as well. It's, yeah, capacity there at the Tuakau plant according to our deputy mayor, so yeah, that's all been fairly well looked at in terms of waste. So unfortunately we don't have a waste expert up here. We do have water care people in the room, though, so if you're interested I'll hook you up with

- He must be used to talking rubbish.

- He must be used to talking rubbish.

-a colleague for water care, Ilsa, over here.

- I wouldn't mind wading in. Thank you. These are all problems that we're talking about tonight are being faced worldwide, okay, so there are solutions worldwide how to deal with solid waste and your three waters and what you got to do. And it's stuff that we've had to face down in Christchurch as well, cluster oxidation ponds, people dispersed populations and all that lateral stuff. So I come back to my earlier points. The community of Pukekohe has got to take

ownership of what's going to happen with your city. If you want to protect your elite soils, but there's zones over the other side to do industrial. What type people do you want Pukekohe to grow with? You talked about the four houses, somebody did, about four county houses. Things that we're looking at down south and in Wellington is how do we attract those to leave Auckland or locate back down here? What sort of lifestyle can we operate off of those people? 'Cause some people are getting a bit tired of spending because some people are getting a bit tired of spending and not getting to see their kids at night time. And that's got a real issue. And so you'll probably find there will be a flip and people will start looking at these communities. It's what New Zealand's about. A lot of offshore people come to New Zealand for this type of community, so how do you attract them? How do you attract youth? What can you do? And I just urge the community leaders to do it yourself, 'cause I've seen places in Christchurch because I've seen places in Christchurch out of our city, you know? And there's no ratepayers contributing to it. So learn from it, take ownership of it. Wellington have learned from it. They're taking ownership of it. Grab it yourselves and protect your land, and invite the type of people into the community you want to be in the future going forward. I don't want to sound mutinous at all, but at some point of time we've got to step up and take ownership ourselves and stop putting our hands out and waiting for central government. Okay, just as an idea

- you talked transportation a lot tonight, what about Pukekohe approaching some people offshore and being the first to invent the electric bus, or whatever it might be that goes on their motorbike? As we said, it's not roads that are the issue. And I personally don't want to see New Zealand and their beautiful forests covered with gray asphalt and roads. Within ten, fifteen years time we're going to have these auto-motels, vehicles, autonomous vehicles and buses. Why don't you invent it in Pukekohe and make a name for yourselves, you know? Just putting it out there.

- [Cynthia] Thank you.

- [Moderator] I was very naughty in that we had one more and I missed them, so just one, the last question just in the back row.

- [Woman In Audience] Kia ora koutou, my name is Edith Toemata and I'm part of the local Iwi of Ngati Te Ata. I've just got a few questions. I'm sorry it's like the tale end of everything, but, Cynthia, there has without a doubt got to be fifty thousand homes come online in the next five to ten years, so the connecting part of it really has to happen. Why can't you have a collaborative approach and work with the private developers in developing these networks and trying to get the best out of that? That's the first question I've got. For you, John, I've got another one. You know, you want to bring in jobs and everything into this particular area for the private sector and everything like that, but this is traditionally a food bowl area. This is where we've always grown our crops. Man animal from the beginning of time as Iwi has perceived it, so is there any way where we can keep that sort of growing soils intact on this side, here, because those fifty thousand houses are going to come online. because those fifty thousand houses are coming online. the food bowl still here? And with the growers and the horticultural people the further you move them out of Auckland, the least viable their businesses are going to becoming. So that's a

question for you. And for you, Hela, you talk about a cultural identity And for you, Hila, you talk about a cultural identity you know our stories as Iwi is our unique perspective that New Zealand talks about promoting, this unique perspective and it's our Maori culture and our cultural heritage that does this. So, for all of you, how are you going to provide for that unique cultural identity? Kia ora.

- I will start with the Maori, which I admire so much. I think when we talk about here, we talked about Puki I think when we talk about here, we talked about puke So this is an issue, just like in Israel we have our Arabic background, but it's not specific for Tel Aviv, and it's not the USP of Tel Aviv. Same here for Puki. Same here for Puke. You are part of the history of this land, but you're not the story of this land. You are part of it. If you understand what I mean, and it's not anything offensive, or anything against. On the contrary, you are part of it and I think each city in the world has a collaborative story, but it needs to find that one thing that is really, really, really unique there. And the Maori is part of the story, but it's not the unique issue of Puki. but it's not the unique issue of puke. Back to you. - Kia ora, look, continue to engage with Ngati Te Ata and all mana whenua with Ngati Te Ata and all mana whenua to Pukekohe, it's critical. Council has done that over the last few years and is committed to continuing to work with you and all mana whenua to figure out exactly and all mana whenua to figure out exactly for Pukekohe to grow. In terms of the soils, as I mentioned before, most of the soils have been protected by setting a boundary and saying, no growth beyond that. And there's been land identified that was in the inside that had good soils that's been no longer earmarked for development. So a lot of work has been done to try and protect this area as the food bowl, and I think that's a good key point, that that is part of the economic future is expanding on, building on that history, that legacy of businesses involved in food production in this area. So, yeah, I haven't got any ideas about the specific ways. That's why we want to continue to engage on what that might look like in terms of recognizing mana whenua that might look like in terms of recognizing mana when

- Kia ora, thanks for your questions. When you talk about engagement, Auckland Transport, and everybody will sigh in the room, are really serious and everybody will sigh in the room, are really serious about consulting with the community and mana whenua. about consulting with the community and mana when. but we're trying to turn that around in terms of who do we listen to in the community. We have to listen to everyone, and everyone's got a right to have a say, I think, but we do work with private developers as well. We get lots of good input, but we don't do everything right all the time and we know that, and we acknowledge that, and we're trying to work on that. We won't be perfect all the time. We are trying to do the right thing by the community, and listen to the community, and engage with everyone. Transport systems are historically hard to retrofit, expensive to put in greenfield, so whichever way you go it's a difficult task. But I think some of the designs that have been done by Auckland Transport in some of the new bus terminals and ferry terminals align with the community and the historic importance that mana whenua bring to Auckland. that mana when bring to Auckland. Are we experts at it? I don't think we're experts at anything. We don't proclaim to be experts at anything, we just try our hardest, so we'll keep trying.

- [Moderator] Okay, thank you. And so, I do have a heap of questions here, but I think we can answer them online. It was good to be able to make sure I pushed the button or was looking at the right screen. So that's my fault those people out in the wide world who've sent

- Well I know from some of the questions who you are. So we'll get back to you on those questions, but it's now half-past eight and we've been going for an hour-and-a-half and so I'd now like Deputy Mayor Bill Cashmore to come on up and to basically give a dissertation as to what you did in the

- No, you can give a vote of thanks.

- In my short time in politics I have always learned Andy Baker will always land you in it consistently. And it's a good thing! So a summation of tonight, well, first of all this is the first Auckland conversation that's come out of the CBD. So, well done you book, you're interested, you're keen, you're passionate about your area that's why we love you so much and that's why this is probably the best rural area in the city. And unquestionably, that's probably maybe part of our DNA. And I think thinking that DNA is going to be really important for us as we grow forward, you know? What do we actually want? The population's going to keep coming, we have to plan for it you can't have them all sleeping in cars in Papatowai. People deserve a decent home, and a decent education, and a decent opportunity. And the whole of the city has to be part of that. We need to do our bit and we are doing our bit with that. Movement is transportation and transportation is movement and I think, you know, I really take that part of you, your comments around that, it's really a big deal, it's a headache for all of us. I live out on the other coast and I leave home at quarter to 5 in the morning to get into the CBD, so I know the pain that so many people are going through. And I've seen where it's like in Drury and Takanini and experienced the underfunding that's gone with that and it's something that we have to continue to work on but also as someone said tonight is patience because you can't build a new freeway, you can't build a new network such as Mill Road in a flick of a finger, so it should've been finished 20 years ago, and we need to now start as soon as possible, because we have done the hui on some of that stuff. We need to really kick on with the do-y. Talk, conversation and most importantly listening, so we consult an awful lot here on Auckland Council. We do come to you as our public, and we here what you have to say, but we need to continue listening with our ears wide open. Because, your input is valuable. Your input is what's going to be needed for the future and local knowledge is gold, it really is. Remove the red tape, hallelujah. Hallelujah, as a person of business one of the reasons why I stood for council was because the red tape. But, we do live in a democracy. And one of the things I have learned is when Alan Cole is building his new shed, he doesn't want to have any resource concerned issues. But all his neighbors want to put him through the hoops 10 times. So somewhere we've got to find that right balance and that is challenging. So yeah, I don't want to have to get a consent, but by God, my neighbor does. And I think the last thing is probably the most important and that's to collaborate. We live in a small island nation at the bottom of the Pacific and we have to collaborate between our different agencies, whether it's Auckland Transport, and NZTA, and KiwiRail, Auckland Council, and the government, or Franklin Local Board, and the Auckland Council governing body. No one has the right of all knowledge. No one's correct in every facet, but we all have something to

put in, we all have value, and that collaboration, that discussion with the listening, but with a time limit. So that we do get the actions. And that across the border, peace is important for this nation. because we are a series of islands of different sizes but we are connected. And Auckland has a big mass, 33% of the population, 38% of the GDP. We're an important part of it, we need to ensure that we play that role with maturity and common sense. Heather, thank you so much, and John. It's really valuable, and I've had my eyes opened and I think we all have in this room. To our panelists John, my good Australian friend, Cynthia, I'm going to be more cautious of what I say to you now that I know that you're a killer! And to Quinn, representing this successful private sector. This is a person who's actually built real stuff! Real stuff! And that's someone I always want to listen to, someone who's actually been there and done that and faced it in the real world. So, thank you, team, we value your input. And of course last, but certainly not least Mr. MC Magnificence personified, Andy Baker. Thanks mate, it's always a pleasure working with you. And while you're in the clapping mode folks, give yourself a round of applause for showing the passion that you are of good Franklinites please. Thanks very much.